

The Sentinel.

TUESDAY, APRIL 21.

Riel, concerning whom there is such bewildering excitement in the Dominion Parliament, was the president of the provisional government of the insurgents at the time of the Red river rebellion. In 1870 the French insurrection against the newly formed Dominion government. Thomas Scott, the leader of the loyalists, was taken prisoner and put to death, and it is with his murder that Louis Riel stands charged. In the face of the indictment for murder he was elected to the Dominion parliament and a few weeks ago he had the hardihood to enter Ottawa and affix his name secretly to the roll of the House of Commons; but he has been very scarce since that peculiar performance. His friends claim that his case comes under the act of amnesty. John Bruce, who was provisional president of the rebels before Riel, tells a horrible tale of the butchery of Scott. The affair was managed in such a bungling manner that Scott was nailed in his coffin while yet alive, and it was not until six hours after the shooting that he finally expired.

After four months of more or less intelligible discussion, the currency question has reached the final stage of its protraction. The Senate bill was adopted yesterday by the House and goes to the president for the last formality before becoming a law. The bill, as passed, has been debated step by step and its friends and enemies know its provisions quite thoroughly. The actual increase of the currency will not be so great as the figures seem to imply. By fixing the limit at \$400,000,000, Congress simply legalizes the issue of the \$44,000,000 reserve, which Boutwell and Richardson put out during the '72 campaign and the panic. Whatever ultimate effect expansion may have, the question is now virtually decided, and business men should set themselves to work to carry on their affairs in anticipation of a future tendency toward resumption. The friends of inflation have been promising a return of prosperity so soon as pending legislation was decided, and now we shall all expect to resume the prosperous times that preceded the September panic.

A mending of ministerial ways, has been engaging the attention of the Brooklyn folks pretty extensively of late, and the last unfortunate has fared considerably worse than Mr. Beecher. It seems that the report got abroad that Brother Kendrick occasionally not only looked upon the wine when it was red, but tripped the light-fancied toe as an occasional diversion, in a species of dancing which is described as being "round." He was cited to appear before the local sanhedrin of the Methodist Episcopal church and answer to these grave charges. The testimony seems to have been conflicting, but a certain good brother and sister testified in such a pointed manner concerning his conduct that the jury gave a verdict which asserted divers unpleasant statements. Among them, he was declared guilty of going to public balls "when he felt like it," indulging in amusements inconsistent with the practices of a Christian life, and lastly and most atrocious, that he was guilty of unchristian behavior toward certain females on the 6th of March. He is therefore cut loose from his ecclesiastical moorings, and sent to meet the cold reception of an ungrateful world.

That unhappy Erie road! It seems destined to suffer always the slings and arrows of outrageous fortune. No sooner has one evil been pushed from its path than the spectre of another is invented to haunt its directors. The late auditor—and not altogether a trustworthy person, it is said—writes a statement in the New York press, declaring that there is a large deficiency in the earnings of the road, as compared with the expenses, for the year ending June, 1873; that in August the books were "doctored" so as to show that a dividend had been made, and one was accordingly declared. This deceit was carried through the whole year, and was also maintained by the statements made in London by Mr. Watson. Dunan confesses to his participation in this rascality, and undoubtedly has given this evidence hoping to obtain mercy when the crisis comes. But another side yet remains to be heard, and it would be unfair to give a judgment on this testimony until the defendants have taken the stand. There is nothing positively alarming in this announcement since its counterpart, in connection with this road, is as old, almost, as the history of the road itself. But it is given as only another evidence of the leniency and tenderness with which the guilt of railroad monopoly is handled, and as an added example of the almost continuous corruption and fraud which seem inevitably to attach themselves to corporations, yielding such immense annual profits.

Already the effects of the new railroad laws in Illinois are being made known. The railroad commissioners of that state have lately assessed a tariff which they announce to be a just and fair one for the transportation of freight over the different state roads. Disregarding the crudity of the tariff and the assertion that it is much more discriminating against shippers than the present one the Chicago & Alton Railroad company are about to enter their protest on the ground that the present imposed tariff will not allow this road to pay its running expenses. In preparing for this argument the company will present all the facts, showing the cost of the road and its running expenses, and for this purpose an examination will be made into every department. Already the general freight agent has a force of eighteen men preparing the facts and statistics in his department. The chief engineer, the general passenger agent, the superintendent of machinery, and other officers of the road, are also preparing statements in their several

departments, going to show the relative profits in each of these branches of the railroad business, and these statements when completed, will show what would be received if the company should do business on the rates prescribed by the commissioners. The full presentation and arguments will undoubtedly be the most exhaustive statement yet made of the cost and management of conducting a long railroad line and will give authority, whatever may be the decision, to all succeeding legislation on this unsettled and important subject, and will thus decide the constitutionality of the laws already passed. The first case will be tried at Springfield, before the Circuit Court, and will then probably fight its way up to the Supreme Court for a final adjudication. This trial will attract much attention from all parties who are at all interested in the transportation question, and this will include the great majority of people of the country.

The Union is at some pains to explain in an article reproduced elsewhere, to an inquiring correspondent, its reasons for advocating the independent convention which meets here on the tenth of June. The Union alludes to the movement as one of farmers only. This is an error. The farmers simply take the lead, hoping that all others who feel the need of reform will fall into line and help the work forward. It is a people's movement in the largest sense and the working-men have just as much right to shape the results as the farmers. By their action in the matter, the farmers simply indicated that they were ready to take up the battle for reform, and trusting in their fellow workers, they issued an invitation to take counsel together. The 10th of June convention can do much, even if it does not fulfill the largest expectations of its friends. It can so resolve that the partisan bodies following it will not dare put forth poor men or doubtful resolutions. In that convention there are to be men of all classes—not farmers alone, but every man who holds political reform a necessity. The very fact that only the extreme partisan papers oppose the movement, is the strongest attestation of its necessity. The success of a popular movement of this character would result in financial collapse to newspapers founded by party patronage, and maintained by political pillage and direct robbery from state and county treasuries. In all the discussion aroused by the publication of the farmers' call, it will be noted that only the extreme party papers have striven to break the force of the movement—not because it is not a good thing and a wholesome vent for political foulness, but because, the regular party channels were not selected for its outgrowth. So far there has been no argument made upon the merits of the movement itself. Day after day the shallow parroting of "bogus" is echoed and re-echoed from the organs of the parties but never a word as to the ultimate aim of the movement. Suppose the calls were bogus, though how anything can be bogus which makes no claim that can be refuted is not plain—what has that to do with the final purpose of the revolt? It is settled beyond any sort of question that a great meeting will come to pass in this city on the tenth of June. No one pretends to predict what the meeting will do. The farmers in discussing the matter were not settled on the details. They coincided only in the opinion that a meeting for the comparison of views and the definition of a few political principles would be a chart for the future. Evidences are pouring in from all quarters that the idea is impressing every one with favor, and that the June meeting will be as big in numbers as it may be beneficial in work. It is good and wholesome for thoughtful, earnest men to meet together en masse from time to time. The cut and dried political conventions do not partake of this character. They are generally filled to a great extent by the nominees of packed primaries—office seekers and political seekers, in the interests of ring "pals," and as oblivious of a duty to the state at large as the birds of the air or the beasts of the field. The convention will do this much good at least, it will stir up a fresh race of men and give a purer tone to public discussion by getting the thinking actual laboring masses together in the interests of what is pure and of good repute in public affairs. If nothing further is achieved it will be a beneficent result, and no good man can with consistency discourage it.

Speaking of life insurance, the New York Bulletin makes some statements which are of interest to a pretty large class. The two essential points which lie at the foundation of all calculations are the average duration of life and the rate of interest on the capital. As to the former, the estimates are made on healthy and sound constitutions; and to determine these conditions, several questions are propounded to the candidate to be answered by him in addition to the medical examination of a professional expert. Sometimes the applicant answers falsely to some of the queries, in which case, if the fact be proven, he invalidates the contract. But it appears that the greatest peril to the companies and all members of mutual concerns does not lie in fraudulent representations, but in facts that are, at least, partially admitted by the applicants in their answers. On an investigation by the Bulletin one hundred applications were examined as to this question: "Do you use intoxicating liquors?" Only one in ten answered squarely in the negative. The other nine said "moderately" or "occasionally." Not any one admits that he is a habitual or excessive tippler. By the side of this fact stands another one of significance. On examination of the record of deaths and losses paid by this company, the startling fact is disclosed that six-tenths of all the deaths were either directly from the effects of rum, or hastened by the same cause, and further, that more than half of the contested cases involving litigation are those which are complicated with intemperance. To this it may be added, as a well known fact, that a majority of

death losses paid which are chargeable to liquor, the companies do not stop to contest. If this estimate or statement be true, and if the investigation present a fair sample of the whole business, it is an affair of vast moment to all policy holders' mutual companies. In justice to some of the best companies, it should be said that it is not likely such a showing could be made of their business. There is another aspect of the case of still greater importance. Admitting that too much leniency is allowed in accepting these moderate drinkers, as they style themselves, it yet remains that the insured portion of society is the soundest, taken as a class. If six-tenths of these die, directly or prematurely, from the fatal cause, what would be the showing if all the deaths were investigated promiscuously? And what an enormous restriction of human life is wrought by the common enemy, whisky?

Even Canada is beginning to ask for a rest from the fatiguing formulas of royalty. Just as the fluttering hearts of the home government let out the purposing of the coming of Arthur, to victory, the dominion, the sturdy Canadians are showing the colors of republicanism and speaking out for freedom. The course of events for a year or two have not been altogether pleasing to the Canadian people; whether justly or not they charge it to the home government and just as that government is contemplating a closer union between the two countries. The first "onpleasantness" arose from a resolution passed by the Dominion parliament last May, directing the then governor-general to veto certain bills passed by the New Brunswick legislature in relation to education. The MacDonald government referred the matter to the home government, and Gladstone replied that this was a matter in his own discretion, and in which he must not accept the advice of any responsible ministers of the Dominion. The MacDonald program is now superseded by the opposition, and the interesting question comes up as to how far Great Britain can go, in regulating the local affairs of the Dominion, and whether if the governor-general amends one law he may not others. In endeavoring to find a satisfactory answer to these questions the people seem to be nearly in the position of the colonists when they were forced to make a declaration of independence. Besides the dissensions between the French Canadians and the Orangemen in regard to Riel, there is a chance that Lord Dufferin, the present governor-general, may be succeeded by the Duke of Edinburgh. The Toronto Globe, in commenting on this last probability, says that it seems difficult of such magnitude in the way that it regrets it to place "the attractive notion of being governed for four years by a royal duke among the category of impracticable things." All these expressions and set go to show how strongly the local or national spirit has been recently developed in the Dominion, while the success of the United States on the free and indifferent basis as self-government must be to the thinkers of Canada a convincing proof that the highest developments of both countries is identical with liberty.

Attentive readers of the Sentinel who have followed the discussion of the recent outbreak at Asbury will hardly need the reassurance that the whole trouble has arisen from the turbulence of the boys. These pertinacious lads can not be brought to see that the faculty had no alternative, after their scandalous conduct in the matter of the mock schemes, than peremptory dismissal. Had they trifled with the matter they might have subjected themselves to the censure of the people of the state who look to Asbury for sound and conservative training. The expelled students have very properly indicated how keenly they feel the punishment, though so far, there has been little evidence of penitence for their crime. The story so far as the students can tell it, has been told in the Sentinel's columns and a word only in reference to the college itself may reassure its friends. Notwithstanding the recent disturbances, the term has opened prosperously. Three hundred and twenty-one students have already matriculated for the present session and are in actual attendance. This is a larger number than at the corresponding session of any previous year. The aggregate enrollment for the year is 455. Twenty-four members of the senior class have matriculated and are in regular attendance at recitations. Perhaps a dozen students are hanging back and have not enrolled. There has been no disorder, no violence of any sort about the colleges. Five of the six dismissed seniors are still in town; the remaining one has gone home. A good many of the students disagree with the faculty about the manner of the recent discipline; the citizens for the most part stand firmly by the authorities of the university. It is fairly to be presumed that the faculty of the college understand themselves in the matter of this discipline; and it is not likely that wrathful newspaper correspondence or fretful outbursts of sedition are going to alter or disturb the course of justice. When it comes to a struggle between gas and facts, it is not likely that gas will go for much. Of all the varieties of phlogisticated matter college wind is rather the lightest. Let the friends of Asbury possess their souls in patience; there has been no serious cause of alarm, and there is none now.

A third splendid vessel has been lost to the French steamship fleet. The America, which ran upon a rock on the French coast, was the third of the same line wrecked within six months. The particulars are too meager to warrant criticism, but the bare outline indicates the most slovenly incapacity. In every misfortune which has thus befallen the line incompetency of the officers seemed to have been the principal source of disaster. The abandonment of the Europe would never have been dreamt of by an American or British seaman, although it was an American captain, it must be confessed, who ran the City of Washington on the Nova Scotia rocks. For a time, probably, the prejudice of the public will make travel light on the French line.

A FRIGHTFUL SCENE.

THE DISASTER OF THE EUROPE.

THE HISTORY OF THE STEAMSHIP—ITS FIRST DAY'S JOURNEY—ITS SINKING—CONDITION DISCOVERED—THE TIMELY ARRIVAL OF THE GRECE—THE FATE OF THE PASSENGERS—THRILLING SCENES AND INCIDENTS.

The following graphic account of the late ocean disaster, is given by a passenger of the fated vessel, and who arrived at New York in the Grece on the 13th inst. The narrative is taken from the New York Times: The French steamer Europe, of the General Transatlantic company's line, sailed from Havre on Thursday, March 20, at 4 p. m. She arrived at Brest on Friday forenoon, and remained there until nearly 4 p. m. on Saturday, the 28th, when she sailed for New York. On Saturday a few additional passengers—the writer among the number—had come by rail from Paris and joined the company on the vessel. The passengers then numbered 281, first and second cabin, and 183 in the third class, or steerage, making a total of 221 persons. With the officers and crew, numbering 153, the whole number of souls on board the Europe was 374. The freight list amounted to 2,000 tons of French goods, including some 8,000 baskets of wine. When the tug which brought out the latest passengers turned away from the Europe, and as the latter steamed slowly through the picturesque entrance to the harbor of Brest, the new comers on board first time to discover, as the Havre passengers had already discovered, that the steamer to all outward appearance was a paradise of ocean navigation. As one gentleman of yachting proclivities expressed himself, "She's just like a yacht, and with such a stichée on her side, we were sure to have a splendid time going across." In truth never did a steamer offer fairer promises of fine passage to her passengers than did the Europe. She had been favorably known for a number of years to travelers by the French line. She was originally a side-wheeler, and made her first voyage in May, 1858, under command of Captain Lemaire, the same in whose charge we left Brest. In 1867 the writer crossed the ocean in the Europe, and found her an exceedingly comfortable ship, and as another, and again a woman, until the boat was full, and away she started. By the time two boats were approaching from the English ship, and people were descending to the other boats of the Europe. Once the disembarkation was underway the Europe's passengers lost whatever sense of anxiety about sinking may have troubled some of them before. With few exceptions the male passengers evinced no eagerness to save themselves before the women and children were out of danger. There were several narrow escapes from being crushed between the boats and the steamer's side. Some of the people, particularly women and children, managed themselves awkwardly, and in consequence every now and then some one was left dangling in the air as the waves washed the boats for a minute from their side. It was an interesting study to note the different characters manifested by the various ways people had of descending. Some put themselves into the hands of the officers and sailors, and were as impassively being lowered as though they had been sacks of grain. Most of the men and some few women slipped down the ropes without being tied. Some went down cautiously, watching for the rise of the boat on a wave, and then swinging themselves neatly into a seat. Others again let themselves go with a rush, burying their hands on the rope, and arriving with a thump in a doubled-up condition. Mothers were unwilling to be lowered without their children, and at the same time dreaded to let their little ones be taken from them to be sent to their father. One man left the ship before his wife. As far as the saving of worldly goods was concerned, few evinced much anxiety, notwithstanding there was much of value in the cargo. Many hoped that after the passengers were transferred there would be a chance of getting off at least the lighter baggage. Some packed their jewels in satchels, or stuffed them into pockets, but no one asked to have anything of bulk carried. A number even of such few valises and bags were put into the boats were lost on the trip, but everybody was so well pleased at being safe that the lamentations for lost property were few and far between. One French woman lost a considerable amount of stuff, but was well content in rescuing what she could. The work of disembarkation was performed with great rapidity as well as carefulness.

THE OFFICERS OF THE EUROPE behaved well, intelligently and coolly. Concerning the scene as the boats arrived by the side of the Grece, and as the passengers were being raised to the deck, I can speak for the most part only from what I have heard. Judging that the matters of greater interest were on the Europe's deck, I remained there until near the end. When it came my turn to descend it happened that I stepped upon one of the English boats, and I found a very comfortable place in her bow seat. Mr. Phenix, Doctor Burridge and "Jack," the last passenger lowered, were also in the boat, as well as some of the Europe's waiters and the two stewardesses. I was quite down to the sea, the sailors put strong and willing arms to the oars, and we rapidly drew near to the Grece. In two hours and a half from the time the first gun was fired, and in not more than an hour and three-quarters from the time the first boat was lowered, the Grece was alongside. The women and children who had been on the Europe were safely enjoying the hospitality of the Grece. What risk was incurred may be judged from the opinion of Mr. Hubbard, second officer of the Grece, who says he and we would not get off with a loss less than a score of lives.

Soon after the arrival of the French officers, Capt. Thomas decided to send his first officer, Mr. Buck, and his chief engineer, Mr. Douglass, to make an inspection of the Europe's condition and ascertain whether there was any chance whatever of saving the vessel. The return of these officers was awaited with impatient interest, for all on board the Grece, and especially the people who had just quitted the splendid quarters of the Europe felt a pang of regret as they looked upon the noble looking craft tossing about at the mercy of the waves and thought that she was fated at a near hour to disappear in a watery grave. Upon their return Mr. Buck and Mr. Douglass declined to give an expression of opinion, as they had been prevented by the gradually deepening darkness from making as thorough an examination as was desirable. They, however, reported between six and seven feet of water in the compartments including engine and fire room. In no other compartments, they said could water be found. A second inspection, to be made at daybreak, was decided upon, and Mr. Buck said that if there was the faintest hope of saving the Europe he was ready to make the attempt. Let it be hoped that he thought she had already gone. By this time the evening was wearing well away. The Europe's people had been provided with a bountiful meal, and hungry enough we were after the untold excitement and unusual fast. It was no small task for the steward's department to provide for such an invasion of visitors coming without warning to take "pot-luck," but the task was performed with success and cheerfulness.

THE NIGHT was not an especially cheerful one. The sea

assembled on deck, each with his cork belt around his body, and ready to be transferred from one ship to the other as soon as the order should be given for lowering the boats. Under the circumstances it would have been not unnatural if the women of the party had given way to the excitement of the moment, but all praise to their courage, the women preserved their self-possession in a manner beyond admiration. Here and there were heard the sobbings of a child, not understanding the peril, but scared by the solemnity of the elder's faces; and emigrant mothers wept a little out of sympathy for the innocent fears of their young ones. Among the ladies in the cabin not an expression of alarm was allowed to escape the lips. By the time the passengers had gathered on the deck in readiness to embark in the boats, the Europe's engines had been stopped. The final steamer approached rapidly, and as she passed by our stern we noticed that she bore the name of Grece. Her officers had evidently not made out the import of our signals, and they did not at first understand the hailing of the French officers, but the first and second American passengers explained the difficulty, and after passing by us the Grece came to a stop about a fifth of a mile off our port bow. Naturally enough each moment seemed like an age to the passengers, and even those who had preserved the most perfect coolness were beginning to fret, when the officers succeeded in gathering their men, and the disembarkation was begun. Here we entered upon the real danger of the day. Up to this time there had been no pressing peril, for, as the officers informed the passengers, the ship would float for at least twenty-four hours. But the work of lowering the passengers from the Europe and raising them to the deck of the Grece threatened to be hazardous to the extreme. Happily the ocean was rather quieter than on any previous day of the voyage. On the day before it would have been an utter impossibility to have made the transfer; no boats could have lived in that dreadful sea. As it was, we could not hope to enjoy entire freedom from disaster to life. Of course the first consideration was to get

THE WOMEN AND CHILDREN AWAY. Two officers and several sailors stood by the ladder. It was an instant's work to pass a bow-line over a woman's shoulders and down she went until safely dropped into the boat below. Then a child was sent away, and another, and again a woman, until the boat was full, and away she started. By the time two boats were approaching from the English ship, and people were descending to the other boats of the Europe. Once the disembarkation was underway the Europe's passengers lost whatever sense of anxiety about sinking may have troubled some of them before. With few exceptions the male passengers evinced no eagerness to save themselves before the women and children were out of danger. There were several narrow escapes from being crushed between the boats and the steamer's side. Some of the people, particularly women and children, managed themselves awkwardly, and in consequence every now and then some one was left dangling in the air as the waves washed the boats for a minute from their side. It was an interesting study to note the different characters manifested by the various ways people had of descending. Some put themselves into the hands of the officers and sailors, and were as impassively being lowered as though they had been sacks of grain. Most of the men and some few women slipped down the ropes without being tied. Some went down cautiously, watching for the rise of the boat on a wave, and then swinging themselves neatly into a seat. Others again let themselves go with a rush, burying their hands on the rope, and arriving with a thump in a doubled-up condition. Mothers were unwilling to be lowered without their children, and at the same time dreaded to let their little ones be taken from them to be sent to their father. One man left the ship before his wife. As far as the saving of worldly goods was concerned, few evinced much anxiety, notwithstanding there was much of value in the cargo. Many hoped that after the passengers were transferred there would be a chance of getting off at least the lighter baggage. Some packed their jewels in satchels, or stuffed them into pockets, but no one asked to have anything of bulk carried. A number even of such few valises and bags were put into the boats were lost on the trip, but everybody was so well pleased at being safe that the lamentations for lost property were few and far between. One French woman lost a considerable amount of stuff, but was well content in rescuing what she could. The work of disembarkation was performed with great rapidity as well as carefulness.

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THE TERRIBLE TORNADO. AN IMMENSE AMOUNT OF DAMAGE DONE—BUILDINGS DEMOLISHED AND PERHAPS A LOSS OF LIFE. NASHVILLE, Tenn., April 10.—A tornado passed over and through the city, from west to east, at 12:30 this morning, doing an immense amount of damage. It struck the city at the fair grounds, passing diagonally through the city and out by the university and Mt. Olivet cemetery. Its width seems to have been about a quarter of a mile. After passing the fair ground it struck the exposition building, and did considerable damage, seriously damaging the former. The front of the Academy of Music, J. H. Smith's grocery store, Darney's wholesale liquor establishment, and several other smaller buildings near the corner of Broad and Cherry streets were crushed. The front windows of Harley Bros. and Hanson & Co.'s four-story buildings, near the same locality, were crushed in. Beadle's livery stable, containing an immense quantity of feed, wagons and horses, was blown off its foundations and into the back water, drowning several horses and, it is thought, one man. Parishes' livery stable, on College street, in the rear of Beadle's, was seriously damaged, besides several feed stores and small negro dwellings. It passed from there crushing in the front of Andrew Charge, a colored Methodist church; next the Medical College, taking a portion of the roof; from there to the magnificent residence of Jeff. Parrish, moving the whole place to one side. At this point it imposed upon the number of buildings damaged or the loss, which will exceed \$100,000. Many poor colored and white families are rendered homeless. It is feared there has been serious damage to property and loss of life along its track. The telegraph lines are prostrated all along its course from Union City to Nashville. A few years ago no wheat was imported from Oregon, but in the year ending June 30, 1873, the exports of wheat and flour from the Columbia river are stated, on good authority, to have been 30,000 tons. This trade is rapidly increasing and the wheat brings good prices in Liverpool as California wheat.